

10-23

DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE  
~~YELLOWSTONE~~ NATIONAL PARK

FILE NO. 143

MONTHLY REPORT

October, 1925.

OCTOBER-1925



November 4, 1925.

Dear Sir:

The following is my report on conditions in the Yellowstone National Park, and on the operation of the Park, for the month of October, 1925:

#### I. GENERAL CONDITIONS

##### Weather

The month was persistently cold and stormy, in which respect it exceeded any October of record except that of 1919.

TEMPERATURE: Monthly mean,  $33.0^{\circ}$  is  $8.5^{\circ}$  below normal, and the coldest of record for the past 38 years with the exception of 1919. Subnormal temperature prevailed during the entire month. However, no extremely low temperatures occurred. The highest was  $65^{\circ}$  on the 4th and the lowest  $3^{\circ}$  on the 27th.

PRECIPITATION: Total, 2.46 inches, is 1.32 inches above normal, and the greatest since 1919. It practically all occurred as snowfall.

SNOWFALL: Total 23.4 inches; normal 6.8 inches. This is the record's greatest October snowfall except 26.6 inches in 1919. But as it was the result of rather light storms at frequent intervals during the month, no great depth accumulated on the ground. The greatest depth was 8.0 inches on the morning of the 29th. At the end of the month there was 3.5 inches on the ground.

WIND: Average hourly velocity was 5.7 miles; normal 7.4. The movement was unusually light considering the character of the month. The maximum velocity was 30 miles from the northwest on the 25th.



SUNSHINE: Percentage of possible 40; normal 58. There were 3 days clear, 10 partly cloudy and 18 cloudy.

#### General Economic Conditions

As the weather report shows, the weather during October was stormy and there was unusual precipitation for this month. These storm conditions made it very difficult to hold men. Fortunately we had only a few construction crews out in the park. With great difficulty these crews were kept recruited to a sufficient strength to warrant continuation of work. Contractors on the Lake Shore Road, however, were not so fortunate. Bad weather drove all employees of the sub-contractors out of the park and there were over three miles of unfinished work left to be done next spring. As storms are continuing there is very little likelihood of our being able to accomplish much during the month of November.

As might be expected from a perusal of the weather report the States surrounding the park suffered greatly from stormy weather. The big snow storm started toward the end of the month and blanketed all of the States nearby with snow and destroyed much agricultural produce - sugar beets, beans, potatoes, grain and hay. As this report is written crop experts are endeavoring to estimate the loss that farmers will suffer. It is certain however that the loss will be great.

#### Travel

The travel records for the season of 1925 were closed on September 25th and all travel since that date is included in this report by entrance stations as follows:

North	- cars	85;	visitors	246.
West	- "	42	"	117.
East	- "	25	"	71.
South	- "	11	"	23.
Total	- "	163;	"	457

Travel conditions were generally favorable prior to October 15th but weather and road conditions thereafter were uninviting. The travel for the same period of last year consisted of 161 cars and 553 visitors.

#### Service to the Public

Mr. C. A. Hamilton, merchant at Old Faithful and Yellowstone Lake, rendered commendable services to late season travelers by keeping



his stores and gasoline stations open, for their convenience, until late in the month; he also provided excellent lodgings and meals at Old Faithful at rates that were less than those authorized for the permanent camps during the tourist season. This service meets an important need of late season visitors.

#### Snow Depths

There are generally no snow depths of consequence prior to November; this was particularly true during the past two years. The snowfall late this month was unusual and the snow depths on October 31st are considered of sufficient importance to be noted for record purposes and are indicated as follows:

Cooke City Station	15	inches
Upper Slough Creek Station	14	"
Crovice Station	12	"
Canyon Station	12	"
Gallatin Station	9	"
Sylvan Pass Station	8	"
Lake and Snake River Stations	6	"
Riverside and Old Faithful "	3	"

Sylvan Pass was closed on account of snow conditions on the 23rd.

Unusual snow depths are also reported on the high elevations adjoining the north boundary. There is 42 inches on the divide between Slough Creek and Buffalo, and 60 inches is reported at the mines near Cooke City. Thirty-eight inches is reported at the head of Pebble Creek, north boundary.

#### Special Visitors

Hon. George D. Pratt, former Conservation Commissioner of New York, President of the American Forestry Association, and distinguished conservationist in many lines of activity, arrived at the park via the northern entrance on October 19 with Mr. Wm. F. Bogart, member of the Camp Fire Club of New York. These gentlemen came out to the park primarily to photograph wild life. They had with them a large motion picture camera and also a Bell and Howell small motion picture camera. They made several trips to the Buffalo Ranch, one trip to the Lake and many small trips around Mammoth Hot Springs. They got some very good pictures of big horned sheep, buffalo, bear and antelope but were not very fortunate in securing elk pictures. They had several good opportunities to get elk pictures but each time something happened to the camera. While these gentlemen were here I took occasion to familiarize them thoroughly with all of our wild life problems.



## II. ADMINISTRATION OF THE PARK

### Inspections of the Park

I was away from the Park from the 1st to the 23rd of October inclusive. With my family I attended the Park Superintendents' conference at Mesa Verde Park, leaving here September 22nd and going to Mesa Verde via Salt Lake City, Zion National Park, the North Rim of the Grand Canyon and Bryce Canyon. At the close of the conference on October 6th I started on the return trip, going to Denver, via Ouray, Montrose, Monarch Pass and South Park, arriving in Denver on the evening of the 8th. On the morning of the 10th with Mr. and Mrs. Roe Emery of the Rocky Mountain Parks Transportation Company, Mr. Howard H. Heys, formerly head of the Yellowstone Park Camps Company, Superintendent R. W. Toll of Rocky Mountain Park and Superintendent Joseph Bolten of Hot Springs National Park I started for Rocky Mountain National Park, going via Berthoud Pass to Grand Lake, thence over Fall River Pass to Estes Park, arriving there on the night of the 11th. This is the first opportunity I have had to see the Fall River Road. Several years ago before the road was completed I walked over the route. We returned to Denver before starting for Wyoming. I spent the 14th and until noon of the 15th in Cheyenne transacting business with State officials. Among important problems were those relating to State taxation on cars of the Yellowstone Park Transportation Company operating on the Cody road, the proposed Governor's conference which Governor Ross is endeavoring to secure for Wyoming next year and various matters relating to protection of fish and game.

As I had never been over the Rocky Mountain Highway leading to Lander and the South entrance, I decided to return to the Park via that road which took us through Laramie, Rawlins and Lander. At Laramie I conferred with many officials of the University of Wyoming principally in regard to our museum and educational work. Upon reaching Lander I found that a storm had closed Two-go-tee Pass so that we were obliged to go around to the eastern entrance. We spent a day in Casper and arrived at Cody on the night of October 22nd. A snowstorm that night threatened to compel us to go around to the North gateway but with the aid of a team we were able to go through Sylvan Pass, arriving at headquarters at 9 o'clock on the night of the 23rd. Another big storm that night closed the Pass for the year. On October 26 and 27 I visited Livingston on official business, and on the 30th inspected road and other construction work at Lake Yellowstone and Grand Canyon.

### Personnel

Employees: On October 1st there were 67 appointed employees on the payrolls and on October 31st there were 64.



### Leaves of Absence:

Eri A. Allan, Electrician, October 17-19, 2 days.  
William I. Davis, Asst. Engineer, Oct. 24(n), 1/2 day.  
James H. Dupuis, Park Ranger, October 3, 1 day.  
A. C. D. Heman, Laborer, October 2-3, 2 days.  
A. C. D. Heman, Laborer, October 29-30, 2 days.  
Warren Hatchings, Asst. Buffalo Keeper, October 14-15, 2 days.  
Burton C. Lacombe, Chief Buffalo Keeper, October 3, 1 day.  
Harry McFarland, Foreman, October 21(n)-22(n), 1 day.  
Harry McFarland, Foreman, October 4(n)-7(n), 3 days.  
A. E. Madsen, Clerk, Oct. 1, Oct. 16(n), Oct. 17, 2-1/2 days.  
W. H. Riley, Auto Mechanic, Oct. 14-15, 2 days.  
Robert R. Robinson, Auto Mechanic, Oct. 29, 1 day.  
Edmund J. Sawyer, Park Naturalist, Oct. 15-31, 15 days.  
Julia S. Stockett, Clerk, Oct. 27(n), 1/2 day.  
Harry Trischman, 1st Asst. Ch. Park Ranger, Oct. 8-10, 3 days.  
Deste T. White, Foreman, Oct. 16-26, 9 days.  
William Wiggins, Master Plumber, Oct. 14-16, 3 days.

### Appointments and Promotions:

Herschel R. Bowman, Park Ranger, promoted to \$1680 per annum, less \$180 per annum for quarters, WAE, effective October 1, 1925.  
Edward J. Bruce, Park Ranger, promoted to \$1680 per annum, less \$180 per annum for quarters, WAE, effective October 1, 1925.  
Gerrit Deamink, Park Ranger, appointed at \$1680 per annum, less \$180 per annum for quarters, WAE, effective October 1, 1925.

### Separations:

Edward B. Cogswell, Park Ranger at \$1680 per annum less \$180 per annum for quarters, WAE, resigned close of October 1, 1925.  
Lewis H. Hawkins, temporary Clerk, WAE, services terminated noon of October 28, 1925.  
David R. Andrew, Park Ranger, temporary, services terminated close of October 22, 1925.  
Herlie Hodgins, Park Ranger, furloughed close October 20, 1925.  
Mrs. Lucy Bilkert, Clerk, \$1680 qrs., WAE, resigned close Oct. 31, 1925.

### Office Force Activities

During the month of October 1037 pieces of official mail were received and 1129 were sent out.



### Finances

Costs of Operation, etc.: The cost of operating the park for the month of October, 1925, will be shown in the Monthly Cost Accounting Report which will go forward as soon as prepared.

<u>Revenues:</u>	<u>sale of Electricity</u>	<u>Miscellaneous</u>
Check No. 2118, dated Oct. 24, 1925, drawn by Vernon Goodwin on National Bank of Montana, Helena, Mont., to Leroy Hill, amount .....		\$ 240.00
Check No. 1006, dated Oct. 21, 1925, drawn by Geo. Whittaker on National Park Bank, to Leroy Hill, amount .....	\$ 16.90	
Check No. 1268, dated Oct. 6, 1925, drawn by Henry P. Brothers on Walker Bros., Bankers, Salt Lake City, Utah, to Director, amount.....		296.59
Check No. 2080, drawn by Vernon Goodwin (Oct. 8) on National Bank of Montana, Helena, Mont., to Leroy Hill, amount.....	272.04	
Check No. 985, dated Oct. 6, 1925, drawn by Geo. Whittaker on the National Park Bank, to Leroy Hill, amount.....		5.60
Check No. 622, dated Oct. 6, 1925, drawn by Anna K. Pryor on The National Park Bank, to Leroy Hill, amount.....	44.70	18.20
Check No. 618, dated Oct. 5, 1925, drawn by J. E. Haynes on the First National Bank of St. Paul to Leroy Hill, amount.....	42.94	
Check No. 617, dated Oct. 3, 1925, drawn by J. E. Haynes on First National Bank of St. Paul to Leroy Hill, amount.....		2.45
	\$ 376.58	\$562.84 376.58
		Grand total \$939.42



### Plans, Maps and Surveys

A survey was made of the East Entrance Road between Mile Post 10 from Lake Junction and Sylvan Lake for the reconstruction of this section of road. Another survey was made of the West Gallatin Road. The notes of these surveys will be worked up this winter and plans made for these projects.

### Commissary & Transportation Dept.

The Commissary employees were engaged in receiving and checking in road camps, issuing rations, forage and supplies to camps, issuing snowshoe rations to ranger stations and inventorying road camps.

The Transportation Department hauled coal, oats and cement from Gardiner to Mammoth, hauled 1,000 sacks of cement from Gardiner to Bridge Bay, delivered coal as hauled from Gardiner to different buildings, moved in all surplus property from road camps, cleaned all road camps, also around Mammoth, and hauled wood to Mammoth and Norris Junction auto camps.

## III. MAINTENANCE OF IMPROVEMENTS AND FACILITIES

### Grounds

The Foreman of Grounds reports 1 team and man doing freighting about headquarters during the month, 2 men and a team hauled wood for auto camp, 2 men and a team put up snow fences, and general improvements to grounds around headquarters.

### Roads, Trails and Bridges

No road maintenance work was done during the month.

### Electrical & Telephone Systems

The following work was done by the Chief Electrician and his helpers during the month:

Put in wiring for front and back porch lights of Dr. Strickland's quarters.

Put in wiring and installed electric hot water heater in Mr. Albright's quarters.



Put in wiring for 3 baseboard lights in Miss Madsen's quarters.  
Strung 3 wires 1/2 mile to Mammoth Camp Company for new power line.

Reset 850 poles and pulled up slack wire on Gallatin telephone line, 25 miles.

Operation of Power Plant: The Power Plant was operated in the usual manner. It was run constantly with the results shown in comparison with those of October, 1924, as follows:

	<u>1924</u>	<u>1925</u>
Total current generated in KW hours	43,290	50,500
Of this, sold to public utilities at 5¢ per KWH	3,338	2,933.9
Street lighting	1,943	1,881.0
Balance, consumed for power and lighting in Government buildings, and lost on lines in transit	38,009	45,685.1
Peak load during month in KWH (Occurred at 6 p.m. Oct. 27th, 1925)	102	116

Operation of Telephone Office: The Telephone and Switchboard Office was open daily from 7:30 A.M. to 8:30 P.M. The total business handled was as follows:

	<u>1924</u>	<u>1925</u>
On Government local lines.....	6,061	4,936
On Hotel Company lines.....	781	658
Long Distance connections.....	277	290
	<u>7,119</u>	<u>5,884</u>

#### Water and Sewer Systems

The following was done by the Master Plumber and his assistants during the month:

Installed sewer system and sewerage tank at Camp Roosevelt. Size of tank 100 feet long, 12 feet wide - 10 compartments. Running 1200 feet 6" sewer pipe, 3 manholes. Made repairs to Mammoth water system. Repaired fire hydrants, installed three 4" gate valves, and repaired leaks in mains. Running 200 feet 1" pipe to buildings.

#### Machinery and Equipment

The Master Mechanic and his helpers overhauled one truck and made repairs on freight trucks. The Blacksmith overhauled four road graders, and did horse shoeing and general repair work.



### Painting Department

The following was done by the Painting Department during the month:

Roofs of new coal sheds at O'Loughlin's and Biastock's quarters and storm sheds at Wiggins' and Enochs' quarters were painted. Refinished Government dark room complete. Kalsomined Miss Rosch's quarters. Glazed storm sash for several buildings at Mammoth and put in window glass.

### General Landscape Work

Roadside Cleanup: The roadside cleanup was continued between Apollineris Spring and Morris Junction during the month by two small crews, one working from the Beaver Lake Camp and the other from Morris. The Beaver Lake crew cleaned up 1.6 miles and the Morris crew 1 mile on both sides of the roadway.

## IV. CONSTRUCTION OF IMPROVEMENTS

### Road Projects

Project #3. The firm of McLaughlin & O'Neil who have the contract for constructing 8 miles of this project, discontinued work for the season on October 20th because of unfavorable weather conditions. Their contract is approximately 75% completed.

Three force account crews continued work during the month, one clearing right of way and burning brush; another worked on the construction of the reinforced concrete revetment wall across Bridge Bay and the third worked on the fill across Bridge Bay.

Project #7. This job was finished in September except that a small crew was retained there a few days in October to clean up and burn slashings.

Project #11. Reconstruction of the Inspiration Point Road. The Pioneer Construction Company worked a small crew during the month clearing and grubbing. Because of snow conditions no excavating was attempted.

### Electrical & Telephone Systems

The telephone line which has been under construction between Morris Junction and the Lake Hotel was completed October 26th. This line was built jointly by the Hotel Company and the National Park Service and replaces the two old lines which have been taken down.



## V. PROTECTION DEPARTMENT

### Patrols

Chief Ranger Woodring made a seven day tour of inspection in the Bechler River District on the 12th to 18th inclusive; the trip was in connection with the proposed readjustment of the park boundaries in this district. He was accompanied by Forest Supervisor Stoddard of St. Anthony, Idaho, from the 15th to 18th inclusive; his report and recommendations have since been submitted to the Superintendent.

Other activities of the Chief Ranger during the month have consisted of frequent trips to various points in the park in connection with the movements of rations, supplies and equipment to winter stations; these activities have occasioned his absence from headquarters most of the month and in his absence Assistant Chief Ranger Douglas has been in charge of routine work at this point. He is also in charge of special patrols in the North District where wild animal and forage conditions are particularly good.

First Assistant Chief Ranger Trischman is in charge of special ranger patrols on the West Side. He reports only moderate successes by hunters at points adjacent to the west boundary. Wild animal and forage conditions in this district are good.

Assistant Chief Ranger Lick completed a tour of inspection of the South district on the 27th. He proceeded from Lake to Thorofare and from thence to Snake River and Bechler returning via Snake River and Thumb to Lake Station. He reports very few elk in the South district. Conditions are good throughout the District. Special daily patrols are in effect at all points where hunting areas adjoin the park boundaries.

All stations and snowshoe cabins have been rationed and fully equipped for the winter season.

The regular ranger patrols, predatory animal hunting and general cleanup work have been in progress throughout the month.

### General Condition of Wild Animals

Elk: A moderate drift was reported in the Gallatin and River-side Districts early in the month but favorable weather conditions prevailed and most of the elk included in this movement had returned to the higher elevations of the park prior to the opening of the hunting season in Montana. There has been no further drift of consequence in this area despite increasing snow depths in the Gallatin District late in the month.



Conditions along the Lamar and Yellowstone Rivers have been unusually good and the annual drift to this district was delayed until late in the month; the first movement of consequence occurred on the 28th when a band of about 2,000 moved down over the slopes of Little Specimen en route to the Slough Creek meadows and Hellroaring slope. About 200 had assembled at the Upper Slough Creek prior to this date. Numerous small bands averaging 50 or more have been frequenting the Tower Falls, Blacktail and Hellroaring districts since the 15th of the month, and a band of approximately 200 have been ranging from the slopes of Sepulchre mountain to the meadows at Gardiner during the past two weeks. The elk herds are all in splendid condition.

The kills by hunters this season to date at points adjacent to the park boundaries are reported as follows:- Upper Yellowstone district 15, Upper Slough Creek district 5, Hellroaring district 3, Gallatin district 26, Riverside district 4, and Gardiner district 6, total 59.

Antelope: Their first appearance in the Gardiner District this season occurred late in September when a band of 12 were observed on the meadows near the ranger station; their number had increased to 27 on October 3rd and on October 14th a count of 206 was had at this point. There appears to be a normal annual increase in the herd. A band of 14 were observed on Thunderer Mountain on the 1st of the month and numerous small bands were commonly seen in the Blacktail, Hellroaring and Tower Falls Districts during the month. The majority, however, have now assembled on the slopes of Mounts Everts and Sepulchre. No losses have been observed this season to date, and they are in excellent condition.

Sheep: The only counts of interest submitted during the month consist of 41 on Amethyst Mountain on the 2nd and 18 on Pilot Peak, a few miles east of the park boundary, on the 1st. The Mount Everts herd has been frequenting the Gardiner Canyon throughout the month but they have not exceeded 8 in number at any appearance thus far reported. I believe that the counts we will submit later in the season will show a substantial annual increase in the herds. The losses thus far reported consist of 2 killed by hunters in the Upper Yellowstone District south of the Park.

Deer: We have an abundance of deer and are particularly pleased with the increase in the Mammoth herd; this herd shows an increase of about 1/3 over the counts submitted in October last year. Counts in excess of 40 were frequently had on the plaza at Mammoth during the month. Small bands are observed daily by rangers on patrol in the Tower Falls, Hellroaring, Blacktail and Gardiner Districts; there are also several small bands along the Firehole, Madison and Gallatin Rivers. The losses occasioned by hunters at points adjacent to the park are reported to date as follows:- Upper Yellowstone District 2, Riverside District 1, Gallatin District 8, Crevice District 1, and Gardiner District 10, total 22.



Moose: The only moose counts of interest submitted during the month consist of 15 on the Upper Yellowstone and 3 in the vicinity of Snake River. There is an estimated total of 50 in the Hellroaring District, north of the park line, and a count of 23 was made in the Upper Slough Creek District, north of the park line, in September. Lone individuals and groups of from 2 to 4 have been frequently seen during the month by rangers on patrol in the Northern and Western Supervisory Territories. A loss of one, a bull, was reported during the month; he had been dead for several weeks and had apparently died from natural causes.

Bear - black and brown: Bears have been active throughout the month and their persistent search for food has resulted in some provision losses at road camps and other points where they were not securely kept. The reported losses occasioned by hunters at points adjacent to the park boundaries are as follows:- Upper Yellowstone District 4, Gallatin District 2, total 6.

Bear - Grizzly: There is nothing of interest to report at this time.

Buffalo - Lamar River Herd: The herd conditions are good. Shipments were made during the month, on authority of the Director, as follows:

Consignee	No.	Sex	Age	Date shipped
Lincoln Park Zoo, Chicago, Ill.	3	2 cows 1 bull	3 years 4 years	October 25th
William E. Scripps, Orion, Mich.	2	cows	3 years	" 25th
Charlotte Speedway, Inc. Charlotte, N. Car.	1	bull	3 years	" 25th
Director of Parks & Public Property, Cleveland, Ohio.	2	1 cow 1 bull	2 years 2 "	" 25th

5 cows and 3 bulls, total 8.

The gates of the drift fence on Mt. Morris were opened on the 29th and 456 buffalo have since moved down to the ranch.

Buffalo - Cold Creek-Pelican Flats Herd: There is nothing of interest to report.

Predatory Animals: Sixty-four coyotes have been killed this season to date as compared with 38 for the same period of last year. They have followed the elk drift to the north district where most of the kills were made. Three wolf signs were observed on the east shore of Yellowstone Lake on the 20th.



## Buffalo and Other Ranch Operations

The activities at the Buffalo Ranch during the month have consisted of the following: The new machine shed, dimensions 92' x 22', was completed, and a new oil house, dimensions 9' x 10' was erected. Fixtures were installed for running water in the ranch house and other buildings, and in this connection 1600 feet of 2-inch pipe was laid. Ninety acres of new land was plowed and 2000 feet of new fence was built. Eight buffalo were captured and crated for shipment on the 25th. Most of the Park Service and ranger horses have been removed to the Yancey Ranch but winter feeding will not begin for several weeks.

Forty-five acres of land was plowed at the Gardiner Ranch; the activities at the Slough Creek Ranches have consisted of the regular fall season routine.

## VI. MUSEUM, NATURE GUIDE WORK, EDUCATIONAL WORK

Park Naturalist Edmund J. Sawyer went on annual leave commencing October 15th. Volume 2, No. 5, of "Nature Notes" was issued and distributed during the month.

## VII. MISCELLANEOUS.

### Medical Service

During the month of October Dr. Strickland reports 18 professional calls and 31 office calls. There was 1 birth during the month.

### Post Office

Postmaster Lindsley was away on annual leave October 3 to 26 inclusive, leaving Clerk Hans Larsen in charge of the Postoffice during his absence.

### Religious Services

Church services were held by Rev. Wm. Friend Day, Episcopal Minister from Biglart, Mont., on Sunday October 18th.

Evening services were held by Rev. George C. Koehler, English Lutheran Minister from Livingston, Mont., on Thursday evening, Oct. 15th, and again on Thursday, Oct. 29th. These services were held in the amusement hall, as in winter the size of the congregations does not warrant the expense of heating so large a building as the chapel.

### Other Matters of Interest

Nothing of very great importance occurred during the month in regard to the proposed extension of the park to include the Teton Mountains.



A little group of men living in Jackson who were opposed to the extension continued their activities but with no results. It appears that the sentiment of the State is swinging toward the extension plan. The unfortunate thing about the proposal is that it is not very well understood and the opponents have misrepresented the plan so glaringly that "confusion has become worse confounded." It will take some time to get the plan squarely before the people so that it can be understood.

Cordially yours,

HORACE M. ALBRIGHT  
Superintendent.

The Director,  
National Park Service,  
Dept. of the Interior,  
Washington, D.C.

ARM



DEPARTMENT OF THE INTERIOR  
National Park Service  
Yellowstone National Park  
Yellowstone Park, Wyo.

MEMORANDUM FOR THE PRESS;  
Release on RECEIPT:

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Yellowstone Park, Wyoming, October, 1925--All Yellowstone National Park travel records were again broken during the season of 1925, according to official statistics recently compiled. It has been the most successful season in the great Park's history.

The total travel was 154,282 persons, as compared with 144,158 during the season of 1924. 3378 park visitors arrived prior to June 18th, the official opening date. There was an increase of 10,124, or about 7% over the travel figures of last year.

The total travel this year is classified as follows:

Rail visitors, 44,786; automobile visitors, 106,329; motorcycle visitors, 180; visitors on horseback and afoot, 1,254; pre-season, unclassified, 1,733. Total, 154,282.

The rail travel total of 44,786 persons when compared with last year's total of 41,054, shows an increase of 3,732.

The 106,329 automobile visitors came in 33,068 cars, as compared with 100,186 automobile visitors in 30,689 cars last year.

The Cody gateway, or eastern entrance, proved the most popular for automobile tourists. 11,686 cars, carrying 38,109 persons were admitted at this entrance during the season, as compared with 9,815 cars carrying 32,713 persons at the West Yellowstone gateway,



or western entrance; 8,796 cars with 26,593 persons at the northern entrance, and 2,771 cars with 8,914 persons at the southern entrance.

West Yellowstone was the most patronized rail entrance, with a total of 20,287 rail visitors, as compared with 17,007 at the Gardiner Gateway; 7,267 at the Cody or eastern gateway, and 225 at the Lander, or Southern Gateway.

The automobile travel totals include 1,556 cars and 5,136 visitors who entered the park more than once during the season.

Park visitors this season were registered from every state in the Union, Alaska, the Phillippine Islands, Hawaii, Porto Rico, and the Canal Zone and from 27 foreign countries, including England and 7 other countries of the British Empire.

Illinois leads the list of rail visitors with a total of 6,578; Ohio is second with 3,948; New York is third with 3,918; and Pennsylvania is fourth with a total of 3,648.

Forty per cent of all the rail visitors came from Illinois, Ohio, New York and Pennsylvania.

Automobile travel by states shows a substantial lead for Montana with a total of 12,765 park visitors traveling in 3,715 cars; California ranks second with 9,226 motorists in 3,204 cars. California ranks sixth in rail travel with a total of 2,058 as compared with 1,988 last year.

Ninety-nine makes of cars and 6 makes of motorcycles toured the park during the season. The Ford leads the list of cars, with the Buick second. The Harley-Davidson is first in the motor-



cycle list, with the Indian next in line.

The record entrance travel in Yellowstone Park for a single day occurred on August 7th, 1923 with a total of 2,859 visitors; the record day for 1924 was July 22nd with a total of 2,660, and the record day for 1925 was July 21st with a total of 2,693.

Daily entrance travel in excess of 2,000 visitors occurred on 37 days this season as compared with 17 days in excess of 2,000 last year and during the period of heavy travel, the daily number of visitors within the park varied from 8500 to 12,500; the facilities for their convenience consisting of the hotels, permanent camps, and the public auto camp grounds. The conveniences provided at the public auto camp grounds contemplate the use of the visitor's own equipment and supplies, except that lunch counters and delicatessens are available at the principal camping areas. Approximately 90,000 auto tourists camped out in the public camping grounds this season.

Fishing was good throughout the season and over 75,000 trout were caught. Big game animals were commonly seen in their native haunts. Bears were numerous, as usual, in all sections of the park and were a feature attraction for travelers, on all the park roads.

HORACE M. ALBRIGHT  
Superintendent.

HMA-jg-nb

A detailed analysis of the 1925 travel by rail and motor and via the several entrances is noted in tables which we will be glad to send to you upon application.



Total Season Travel By Entrance - 1925 and 1924.  
Yellowstone National Park.

1 9 2 5.

	:	:	:	:	:	:	:	:	:	:						
	:	:	:	:	:	:	:	:	:	:						
ENTRANCE	:	RAIL	:	*BY AUTOMOBILE	:	BY MOTORCYCLE	:	etc.	:	Season	:	TOTAL				
	:	Visitors:	:	Cars	:	Visitors:	:	Cars	:	Visitors:	:	Visitors:	:	VISITORS		
	:	:	:	:	:	:	:	:	:	:	:	:	:	:		
North	:	17,007	:	8796	:	26,593	:	42	:	64	:	394	:	1471	:	45,529
	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
West	:	20,287	:	9815	:	32,713	:	34	:	42	:	86	:	173	:	53,301
	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
East	:	7,267	:	11686	:	38,109	:	40	:	58	:	275	:	66	:	45,775
	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
South	:	225	:	2771	:	8,914	:	10	:	16	:	499	:	23	:	9,677
	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
Total	:	44,786	:	33068	:	106,329	:	126	:	180	:	1254	:	1733	:	154,282

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\*includes 1556 cars and 5136 visitors who entered the park more than once during the season and 1173 cars and 2317 visitors entering more than once in 1924. \*By Automobile, 1925, also includes 487 cars, pre-season, unclassified by entrances.



### Automobiles by Entrance and Exit Gateways.

ENTRANCE	Exit Gateway				Total Cars Entering Park
	North	West	East	South	
North	2869	2639	2303	411	8222
West	2602	3841	1933	1276	9652
East	3673	3946	1910	2460	11989
South	445	1024	879	370	2718
Total ex. cars..	9589	11450	7025	4517	32581
Pre-season cars, unclassified.....					487
Motorcycles, unclassified.....					126
Grand total, all cars & motorcycles.....					33194

Note: Passengers are not counted as cars are checking out, but the approximate number of people using these cars can be obtained by multiplying number of cars by 3.23, given as the average number of people entering the park in each car.

### Rail Travel by Entrance and Exit Gateways.

ENTRANCE	Exit Gateway					Total Rail Tourists Entering Park
	North	West	East	South	Unclass- ified.	
North	4857	1307	8322	7	2514	17007
West	858	14244	3734	10	1441	20287
East	2295	2227	2271	93	381	7267
South	10	46	51	15	103	225
Total ex. Vis.	8020	17824	14378	125	4439	44786

Note: The unclassified column is accounted for as follows:

Miscellaneous & deadhead columns of Y. P. Transportation Co. report.....	1421
Government employees.....	453
Governor's Party via West Yellowstone, June 18.....	69
Rail travel not previously reported from South Entrance.....	103
Employees entering via Gardiner.....	1699
Employees entering via West Yellowstone.....	667
Employees entering via Cody.....	27
Total Unclassified.....	4439



TOURISTS REACHING PARK GATEWAYS BY RAIL  
AND ACCOMMODATED AT HOTELS AND CAMPS

Classified by states.

STATE	NORTH		WEST		EAST		SOUTH		TOTAL		GRAND
	ENTRANCE		ENTRANCE		ENTRANCE		ENTRANCE		TOTAL		TOTAL
	Htls.	Camps	Htls.	Camps	Htls.	Camps	Htls.	Camps	Htls.	Camps	TOTAL
Alabama	27	21	99	83	8	8	0	0	134	112	246
Alaska	0	0	0	0	0	0	0	0	0	0	0
Arizona	6	11	6	7	0	0	0	0	18	18	36
Arkansas	24	3	58	25	116	24	0	0	98	52	150
California	384	147	782	612	90	42	0	1	1256	802	2058
Colorado	23	33	74	77	69	95	0	0	166	206	372
Connecticut	181	24	84	41	41	8	0	0	306	73	379
Delaware	6	1	8	8	10	2	0	0	24	11	35
Dist of Col.	17	120	206	167	21	12	0	0	244	299	543
Florida	66	49	171	144	40	20	1	0	278	213	491
Georgia	27	15	174	122	13	4	0	0	214	141	355
Hawaii	4	1	3	2	0	2	0	0	7	5	12
Idaho	11	15	9	44	2	0	0	0	22	59	81
Illinois	1542	1458	1220	1095	572	659	23	9	3357	3221	6578
Indiana	219	485	261	296	79	142	2	0	561	923	1484
Iowa	103	188	117	243	113	236	0	8	331	673	1006
Kansas	43	76	51	135	58	103	0	2	152	316	468
Kentucky	85	70	210	148	34	16	0	0	329	234	563
Louisiana	14	8	101	56	42	36	0	0	157	100	257
Maine	7	7	46	8	5	1	0	0	58	16	74
Maryland	83	46	245	85	40	36	0	0	368	167	535
Massachusetts	139	106	274	125	62	55	9	2	484	286	772
Michigan	361	375	431	360	139	100	7	0	938	835	1773
Minnesota	411	486	44	44	49	90	0	2	504	622	1126
Mississippi	13	13	32	32	11	11	0	0	56	56	112
Missouri	416	255	303	324	357	502	0	0	1076	1081	2157
Montana	97	100	10	2	14	19	0	0	121	121	242
Nebraska	32	85	71	150	54	153	2	2	159	390	549
Nevada	4	1	3	4	0	0	0	0	7	5	12
New Hampshire	9	8	14	2	10	1	1	0	34	11	45
New Jersey	237	139	565	196	90	44	1	1	893	380	1273
New Mexico	3	7	5	14	3	2	0	0	11	23	34
New York	751	386	1525	655	357	222	17	5	2650	1268	3918
North Carolina	17	2	53	112	0	6	3	0	73	120	193
North Dakota	87	77	3	1	5	22	0	0	95	100	195
Ohio	801	925	956	775	183	297	10	1	1950	1998	3948
Oklahoma	23	45	37	42	28	65	0	1	88	153	241
Oregon	53	67	30	38	4	6	0	0	87	111	198
Panama C. Z.	0	0	0	0	0	0	0	0	0	0	0
Pennsylvania	968	409	1149	610	283	205	12	12	2412	1236	3648
Phillippine Is.	0	0	10	0	0	0	0	0	10	0	10
Rhode Island	15	12	36	27	16	2	0	0	67	41	108
South Carolina	4	3	37	87	3	9	0	0	44	99	143



TOURISTS REACHING PARK GATEWAYS BY RAIL  
AND ACCOMMODATED AT HOTELS AND CAMPS (Continued)

STATE	NORTH		WEST		EAST		SOUTH		TOTAL		GRAND
	ENTRANCE		ENTRANCE		ENTRANCE		ENTRANCE		TOTAL		TOTAL
	Htls.	Camps	Htls.	Camps	Htls.	Camps	Htls.	Camps	Htls.	Camps	
South Dakota	11:	32:	2:	14:	11:	13:	0:	0:	24:	59:	83
Tennessee	40:	31:	109:	101:	35:	19:	2:	0:	186:	151:	337
Texas	34:	55:	124:	225:	93:	112:	0:	2:	251:	394:	645
Utah	5:	3:	89:	95:	0:	1:	0:	0:	94:	99:	193
Vermont	13:	8:	8:	6:	9:	1:	0:	0:	30:	15:	45
Virginia	43:	19:	47:	72:	7:	11:	0:	0:	97:	102:	199
Washington	161:	178:	20:	12:	19:	22:	0:	2:	200:	214:	414
West Virginia	61:	32:	49:	50:	3:	7:	0:	0:	113:	89:	202
Wisconsin	293:	255:	304:	274:	76:	106:	5:	0:	678:	635:	1313
Wyoming	5:	6:	4:	18:	21:	49:	0:	8:	30:	81:	111
TOTAL	7979:	6898:	10269:	7865:	3201:	3598:	95:	57:	21544:	18418:	39962

BY FOREIGN COUNTRIES.

Africa	0:	0:	1:	0:	0:	0:	0:	0:	1:	0:	1
Australia	8:	3:	2:	1:	0:	0:	0:	0:	10:	7:	17
Austria	0:	0:	0:	2:	0:	2:	0:	0:	0:	4:	14
Belgium	0:	2:	0:	1:	0:	0:	0:	0:	0:	3:	3
Canada	46:	59:	32:	25:	2:	2:	0:	0:	80:	86:	166
China	3:	1:	0:	0:	0:	0:	0:	0:	3:	1:	4
Cuba	2:	2:	3:	0:	0:	0:	0:	0:	5:	2:	7
Czecho	0:	0:	0:	3:	0:	0:	0:	0:	0:	3:	3
Denmark	2:	0:	0:	0:	0:	0:	0:	0:	2:	0:	2
England	19:	3:	14:	12:	3:	0:	0:	0:	36:	16:	52
France	7:	0:	2:	2:	0:	0:	0:	0:	9:	2:	11
Germany	7:	10:	9:	0:	4:	0:	0:	0:	20:	10:	30
Holland	0:	0:	4:	1:	2:	0:	0:	0:	6:	1:	7
Italy	0:	0:	1:	0:	0:	0:	0:	0:	1:	0:	1
India	0:	0:	4:	0:	0:	0:	0:	0:	4:	0:	4
Ireland	2:	0:	0:	0:	0:	0:	0:	0:	2:	0:	2
Japan	7:	2:	2:	17:	1:	0:	0:	0:	10:	19:	29
Mexico	0:	1:	6:	0:	0:	2:	0:	0:	5:	3:	9
New Brunswick	5:	0:	0:	0:	0:	0:	0:	0:	5:	0:	5
New Zealand	0:	2:	0:	0:	0:	0:	0:	0:	0:	2:	2
Norway	0:	2:	0:	0:	0:	0:	0:	0:	0:	2:	2
Russia	1:	0:	0:	0:	0:	0:	0:	0:	1:	0:	1
Scotland	0:	0:	5:	6:	0:	0:	0:	0:	5:	6:	11
South America	3:	0:	0:	0:	2:	0:	0:	0:	5:	0:	5
Spain	0:	0:	0:	0:	1:	0:	0:	0:	0:	1:	1
Sweden	0:	2:	1:	0:	0:	0:	0:	0:	1:	2:	3
Switzerland	0:	0:	2:	2:	0:	0:	0:	0:	2:	2:	4
TOTAL	8091:	6987:	10357:	7941:	3215:	3604:	95:	57:	21758:	18589:	40347

Unclassified

4439

44786

GRAND TOTAL-----



Statement Showing Automobile Travel By States.  
Season of 1925.

STATE	North		West		East		South		TOTAL	
	Pass-		Pass-		Pass-		Pass-		Pass-	
	Cars	engers	Cars	engers	Cars	engers	Cars	engers	Cars	engers
Alabama	33:	107	6:	19	6:	18	4:	11	49:	155
Arizona	28:	85	50:	154	34:	104	11:	44	123:	387
Arkansas	7:	28	28:	97	60:	225	17:	52	112:	402
California	927:	2647	1588:	4481	558:	1711	131:	387	3204:	9226
Colorado	116:	323	225:	695	799:	2481	287:	869	1427:	4368
Connecticut	15:	51	11:	27	42:	117	8:	22	76:	217
Delaware	2:	5	1:	2	2:	4	1:	2	6:	13
Dist. of Col.	49:	29	7:	16	37:	103	8:	25	61:	173
Florida	41:	119	34:	107	75:	214	12:	37	162:	477
Georgia	4:	10	4:	16	4:	16	1:	4	13:	46
Idaho	102:	306	1455:	5472	49:	164	177:	655	1783:	6597
Illinois	366:	1150	182:	603	881:	2790	93:	274	1522:	4817
Indiana	129:	413	66:	207	240:	775	31:	87	466:	1481
Iowa	238:	783	157:	485	834:	2635	78:	255	1307:	4158
Kansas	128:	415	173:	592	561:	1903	171:	568	1033:	3478
Kentucky	19:	52	19:	68	23:	68	3:	14	64:	202
Louisiana	8:	28	15:	46	21:	82	6:	17	50:	173
Maine	3:	9	5:	18	5:	10	4:	11	17:	48
Maryland	9:	21	6:	21	21:	68	3:	8	39:	118
Massachusetts	34:	96	27:	71	87:	265	16:	37	164:	469
Michigan	204:	624	91:	269	403:	1275	42:	129	740:	2297
Minnesota	415:	1307	67:	207	419:	1358	11:	29	912:	2901
Mississippi	3:	9	9:	33	13:	48	2:	5	27:	95
Missouri	112:	360	121:	40	460:	1517	92:	296	785:	2574
Montana	2081:	7042	968:	3375	637:	2249	229:	99	3715:	12765
Nebraska	136:	438	107:	356	826:	2804	137:	434	1206:	4032
Nevada	14:	39	82:	243	7:	18	5:	18	108:	318
New Hampshire	4:	9	5:	10	11:	58	1:	3	21:	60
New Jersey	35:	106	24:	76	76:	237	9:	33	144:	442
New Mexico	5:	16	24:	70	17:	37	9:	29	55:	152
New York	121:	362	73:	222	274:	808	33:	96	501:	1488
North Carolina	7:	22	4:	10	8:	24	1:	2	20:	58
North Dakota	286:	926	54:	190	248:	898	5:	19	593:	2033
Ohio	203:	622	175:	572	431:	1503	58:	164	867:	2661
Oklahoma	81:	273	140:	485	384:	1275	122:	428	727:	2461
Oregon	175:	524	500:	1579	108:	376	23:	73	806:	2552
Pennsylvania	115:	361	82:	249	218:	684	55:	108	450:	1402
Rhode Island	8:	33	3:	10	8:	26	2:	6	21:	75
South Carolina	0:	0	2:	4	1:	4	0:	0	3:	8
South Dakota	172:	550	40:	151	279:	909	13:	44	504:	1654
Tennessee	4:	10	15:	48	26:	90	1:	3	46:	151



# Statement Showing Automobile Travel by States.

Season of 1925  
(Continued)

STATE	North	West	East	South	TOTAL					
	Pass-	Pass-	Pass	Pass-	Pass-					
	Cars	engers	Cars	engers	Cars	engers				
exas	90	307	182	638	375	1279	88	285	735	2509
ah	75	219	1593	5945	30	101	186	606	1884	6871
ermont	2	4	4	9	6	19	2	5	14	37
irginia	7	19	7	18	10	29	3	8	27	74
ashington	700	2127	502	1598	176	582	37	19	1415	4426
est Virginia	16	50	21	81	23	77	7	20	67	228
conscin	279	843	50	165	304	938	26	67	659	2013
oming	125	356	120	406	1164	4023	523	1754	1932	6539
aska	0	0	3	7	0	0	0	0	3	7
anada	178	629	81	313	78	274	3	14	340	1230
awaii	3	12	7	24	3	7	0	0	13	43
anama	2	7	2	7	1	5	0	0	5	19
orto Rico	0	0	0	0	1	5	0	0	1	5
exico	0	0	1	8	0	0	0	0	1	8
O T A L	7676	24882	9218	30976	11364	37060	2567	8275	31025	101193

Cars and passengers entering second trip unclassified..... 1556 : 5136  
 Motorcycles and passengers unclassified..... 126 : 180  
 Pre-season visitors and cars unclassified..... 487 : 1733

**GRAND TOTAL-All cars and passengers classified and unclassified.....33194 : 108242**

## Motorcycles Touring the Park.

Make of Machine	1923	1924	1925
Ace	1	4	3
Excelsior	4	4	5
Harley-Davidson	101	101	97
Indian	32	22	15
Henderson	3	5	5
Ner A Car	0	0	1
<b>TOTAL</b>	<b>141</b>	<b>165</b>	<b>126</b>



Standard Make Automobiles Driven Through  
The Yellowstone National Park.

Make	1923	1924	1925	Make	1923	1924	1925
Alco	0	1	0	Gray	7	12	20
Allen	10	3	1	H. A. L.	7	12	0
American	0	2	0	Haynes	92	67	62
Anderson	7	0	3	H. C. S.	3	1	3
Apperson	19	12	13	Holmes	4	1	1
Auburn	28	38	30	Home made	0	2	0
Bell	0	1	0	Hudson	593	695	934
Viscose	9	13	5	Hupmobile	512	574	532
Quick	2957	5225	3522	International	9	9	11
Cadillac	619	578	619	Jackson	8	0	0
Case	29	23	19	Jeffrey	9	6	2
Chalmers	194	123	83	Jewett	211	283	407
Chandler	250	256	226	Jordan	72	67	70
Chevrolet	1681	2396	2529	King	13	5	5
Chrysler	0	33	341	Kissel	33	30	28
Cleveland	62	79	108	Lafayette	9	11	12
Cole	66	63	37	Lexington	56	43	32
Columbia	23	28	13	Liberty	50	23	11
Commercial	0	0	0	Lincoln	95	143	184
Commonwealth	0	0	1	Locomobile	20	9	5
Crov-Elkhart	8	2	2	Lozier	0	0	1
Daniels	0	2	0	Mack	1	0	0
Davis	7	9	5	Marmon	133	119	127
Day-Elder	0	0	0	Maxwell	361	364	427
DeLuxe	1	4	2	McFarland	0	1	0
Dodge	2490	2984	3135	McLaughlin	28	9	56
Dort	110	67	49	Mercer	13	10	10
Dusenbergl	0	2	2	Metz	0	0	1
Durant	145	188	122	Mitchell	41	39	25
Darl	0	3	2	Moline Knight	4	0	0
Dear	6	12	6	Monitor	2	0	0
Dgin	26	12	14	Moon	29	35	48
Dmpire	0	0	0	Monroe	0	1	2
Dssex	399	508	666	Miscellaneous	74	46	41
Dlint	0	13	81	Nash	702	796	973
Dord	8218	8921	8736	National	24	11	8
Dranklin	307	369	515	Oakland	282	363	359
Dardner	63	112	96	Oldsmobile	535	693	606
D. M. C.	2	2	4	Overland	702	825	842
Drant	20	12	9	Packard	371	315	401



Standard Make Automobiles Driven Through  
The Yellowstone National Park  
C O N T I N U E D

Make	1923	1924	1925	Make	1923	1924	1925
Paige	155	187	148	Saxon	16	12	5
Pan-American	2	2	4	Scripps-Booth	32	21	13
Pathfinder	2	1	0	Sheridan	4	3	0
Patterson	9	4	2	Standard	2	3	2
Pearless	49	49	51	Stanley-Steamer	7	1	2
Pierce-Arrow	73	63	96	Stearns-Knight	32	24	33
Pilot	2	3	0	Stewart	0	1	0
Pope-Hartford	0	0	0	Stevens	61	47	52
Premier	24	10	9	Stevens-Duryea	0	0	4
Pullman	0	0	0	Studebaker	1604	1685	1897
Regal	0	0	0	Stutz	44	19	18
Reo	302	312	275	Templar	9	6	8
Republic	5	1	1	Thomas	0	0	1
Revere	1	1	0	Tulsa	3	1	0
Rickenbacker	17	33	94	Vellie	104	80	87
Roamer	2	4	3	Winton	41	15	14
Rolls-Royce	0	1	2	Willys-Knight	377	439	608
Rollin	0	8	19	Willys-Six	6	11	0
R V Knight	3	2	6	Willys-St. Clair	19	31	29
Roan	2	0	1	Wescott	11	15	8
Star	163	329	467	White	30	10	24
Samson	0	0	0				

Total classified.....	26031	29180	31151
Second trip unclassified.....	1005	1173	1556
Pre-season cars.....	383	336	487
GRAND TOTAL ALL CARS.....	27359	30689	33194